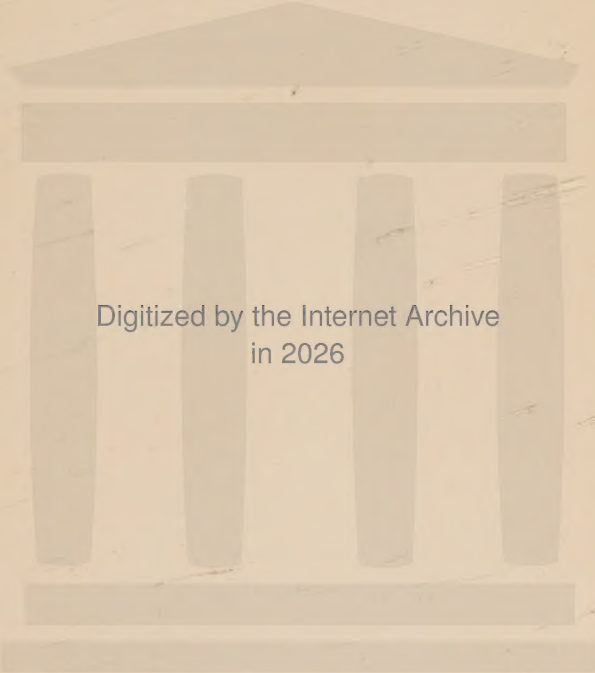


CLIPPER SHIPS DONE IN CORK MODELS



PETER ADAMS



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Peter Adams

has also written

CORK SHIPS AND HOW TO MAKE THEM

"Throughout this little book the author never completely confines himself to the business details of fashioning little ships from bits of cork, but puts in a deal of special pleading for yachting, 'the best and cleanest sport in the whole world.' It is remarkable how he contrives to inject the romance of spreading canvas and salt spray into these few pages of elementary instruction."—Captain David Bone in *The Saturday Review of Literature*.

"Along with his instructions, Mr. Adams, who has spent most of his life at sea, gives much interesting information about the history of ships."—*The American Mercury*.

"I heartily recommend this book for all girls and boys who like to work with scissors and glue and produce something worth keeping."—*The Detroit Free Press*.

"Adults as well as boys and girls will rejoice in this new way to build perfect little ship models, two inches high, out of bottle corks, matches, some pins, thread, and paper for sails, and ships that really float."—*The Washington Post*.

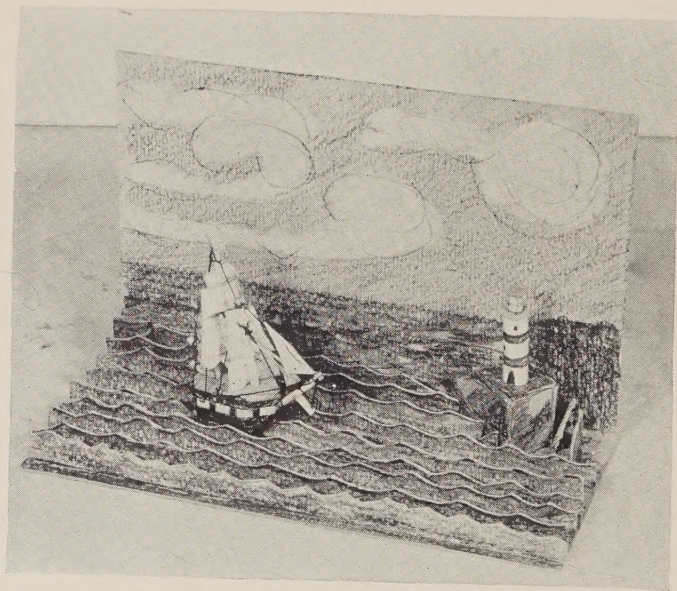
"A perfectly fascinating hand-book, illustrated with drawings and diagrams. Not boys and girls only, but any lover of the evolving romance of the sea, may find pleasure and profit in Mr. Adams's quaint and unusual treatise."—*The Hartford Courant*.

"Whether one makes the models or not one gets the idea that it would be great fun to do it. A quality of reality and ease of producing ships that actually float distinguishes the little book from more complicated directions for building ship models out of more ambitious materials."—Anne Carroll Moore in *The New York Herald-Tribune*.

Published by

E. P. DUTTON & CO., INC.

CLIPPER SHIPS
DONE IN CORK MODELS



CLIPPER SHIPS DONE IN CORK MODELS

BY

PETER ADAMS

Author of "Cork Ships and How to Make Them"

ILLUSTRATED WITH PEN DRAWINGS BY
MADELAINE KROLL



E. P. DUTTON & CO., INC.
PUBLISHERS NEW YORK

CLIPPER SHIPS

DONE IN CORK MODELS

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To

MY MOTHER

NOTE

DURING the writing of this book I have gained much useful information from "The Clipper Ship," by Hawthorne Daniel; "Tales of the Clipper Ships," by C. Fox Smith; "The Clipper Ship Era," by Arthur H. Clark; "The Tale of Our Merchant Ships," by Charles E. Cartwright, and "Sailing Ships at a Glance," by Edward W. Hobbs, and hereby express my thanks and appreciation.

P. A.

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P R E F A C E

I^N "Cork Ships and How to Make Them," which was published last year, I told the tale of the sailing ship as she existed from the earliest times of ancient Egypt down to the advent of the steamship, which put an end to those glorious creatures of the deep, the Clipper Ships.

In the present book I shall attempt to give the history of some of the more famous of these great beauties of the Seven Seas. Also I shall explain in detail how to make models of them with no other materials than common corks, pins, thread, matches, paper and crayons.

With tools consisting of only a penknife, a pair of scissors and a tube of paste,

P r e f a c e

you can, by following the directions, make a tiny model of the *Sovereign of the Seas*, with all her sails and spars, rigging and fluttering flags. There are also many others waiting to be reproduced.

For the boy or young man, and perhaps even his sister, who is interested in the sea, here is a most delightful occupation. With just a little skill and a slight pinch of patience, any one possessing a bit of imagination can construct, in this miniature form, many of those lovely clippers, with their huge, towering masts and snow-white billowing sails, that for so many years carried the flag of the United States into every port of the world, and made it possible for American shippers to be supreme on all the Seas, up to the time of the Civil War.

P r e f a c e

All the age-old romance that has always clung to the sailing ship in the minds of men culminated in the Yankee clippers. These beautiful ships were the expression, in almost living form, of the years of experience and hardship, love and care, that countless generations of seamen and ship designers had lavished upon the ships that they had built and sailed. An utterly new, and therefore startling departure from all precedent in shipbuilding, the first clippers made a great stir in shipping circles wherever they were seen.

So vast was their improvement over the speed of all other types of ships that they had no difficulty in soon acquiring the cream of ocean freights and passenger services, and it was years before any other nation, including even Great Britain, was

P r e f a c e

able to wrest their lead from the Americans who owned and sailed them. Many yarns have been spun and many books have been written about them and the tale is not all told yet.

It was the world commerce which the clippers opened up for the trading firms of Boston and New York, Philadelphia and Baltimore, not to mention Salem, Newburyport, New Bedford and Nantucket, that made possible the founding of some of our greatest fortunes. They offered a fascinating, if somewhat dangerous, career to the youth of the seaboard States and created a legend which will linger in the hearts of all those who love the Sea, for as long as it continues to roll its mighty billows and toss proud ships upon its never conquered breast.

P r e f a c e

I trust that you will derive as much pleasure from making these little models of our Clipper Ships as I have, and that some day you will sail a real boat, however small, and then truly realize, although in a lesser degree, what it must have felt like to sail the China Sea in a great clipper ship of seventy-five years ago.

PETER ADAMS

New York City.

January, 1929.

CLIPPER SHIPS

DONE IN CORK MODELS

CHAPTER I

CHESAPEAKE CLIPPERS

AROUND the period of the War of 1812, there was a fleet of small, swift vessels in the waters of the Chesapeake Bay, which were the direct predecessors of the clipper ships. They were used to great advantage as privateers. On account of their speed and ease of handling they were very effective in sinking or capturing the lumbering merchant ships of England, and on more than one occasion were able to elude the slower, though much larger, heavily armed ships of war of the Royal Navy.

These little ships wrought such havoc

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amongst the British shipping that they caused a great deal of talk and attracted much attention. They were generally called "Baltimore clippers" and after the war many of them were engaged in the opium trade as smugglers, carrying the forbidden cargoes of this foul drug from India to China. Others became "black-birders" and carried suffering swarms of African natives to be sold into slavery in the Southern States.

Let us suppose that we are members of the crew of one of these "Baltimore clippers." Her name is *Alciras* and she is a low, black vessel of about 350 tons, rigged as a brig. She carries four guns 'tween decks and a swivel on deck amidships. Her masts are tall and rakish and her black sides glisten in the sun as she lies at an-

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chor in the river, waiting for the cargo of opium to come from Calcutta.

The skipper is a tough old bird from Rockland, down in Maine. He has a name for ruthless bravado and daring seamanship. There are twenty men and boys in the crew, including the two mates. What a mixture they are! Picked up here and there along the water-fronts of a dozen cities, they represent, for the most part, the scum of civilization. We have shipped in the vessel, before the mast, to get experience of the sea, not knowing the real purpose of the cruise. But now that we are in it, we must stay or become beach-combers in a foreign port, far, far from home. At last the small boats loaded with packages of opium come alongside and at dead of night the evil cargo is swung aboard and

Clipper Ships

safely stowed away below the hatches, which are soon battened down.

The anchor is heaved aboard, sail is made and we start out to the Strait of Malacca on the ebbing tide. There is a fair wind and we race out before it on our dangerous mission. Sail on sail is shaken out on the lofty spars and with stunsails reaching out to port and starboard like great wings, we seem to fly before the gathering winds. The Mate inspects the racks of cutlasses and boarding-pikes and makes sure that the nettings used to prevent boarders are in place and all ready to be stretched above the bulwarks at a moment's notice.

Not only did we have to fear the Chinese pirates but the Government officials as well, as our cargo was contraband and, therefore, subject to confiscation. In a

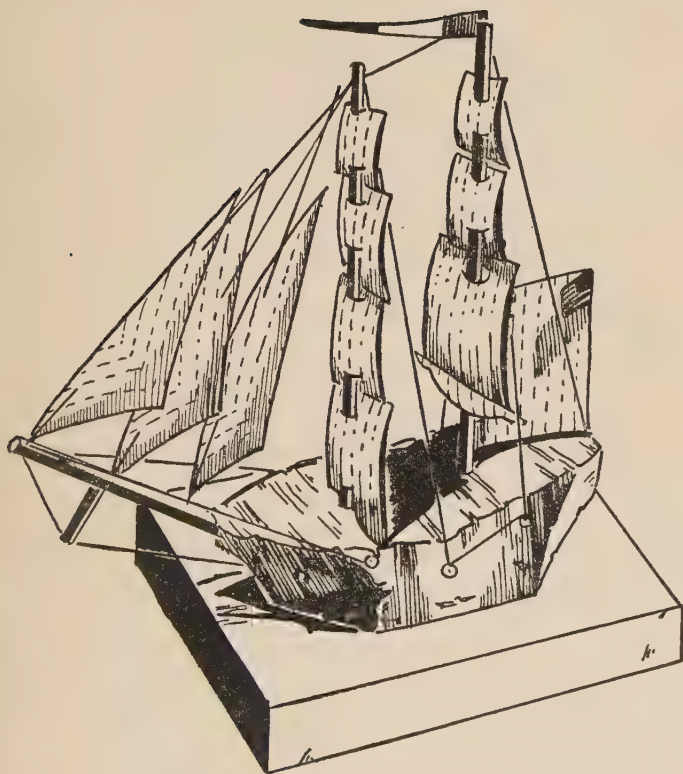


FIG. 1—A *Baltimore Clipper*

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word, we were smugglers! We rush past Singapore and approach the entrance to the Canton River. Here and there are little islands and we now redouble our watchfulness, for here we may expect to



FIG. 2

be attacked. Sure enough, just as the wind dies down, leaving us helpless, a fleet of long, narrow boats, each containing a score of fierce Chinese, puts out from behind a small headland and swoops down upon us.

Up go the nettings and every man arms himself with cutlass and pistol and places

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a pike well within reach. Closer and closer come the pirates. Our skipper stands on the quarter-deck and every man hangs upon his word. At last, when two of the pirate boats are near us he raises his hand, and the gunner's-mate in the waist fires the swivel. The shot takes effect and the nearest of the two boats is upset and apparently some of its crew are killed. But the others still approach, propelled by their long sweeps.

Soon they have surrounded us and now the fight begins in earnest. The pirates are armed with ugly-looking knives and muskets. When they are within gunshot range they begin firing, but we keep out of sight, hidden behind the wall-like bulwarks. Our broadsides of two guns each manage to work more mischief among

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them, but some of the boats get under our bows and stern, where the guns cannot be trained on them and their crews start swarming up the chains to board us over the fo'c's'le-head and the poop.



FIG. 3

Two bands of our men are told off to repel them and there is soon lively work on our decks. The nettings hold the invaders back for a while, but several rents are torn in them with their knives and a

Clipper Ships

few of the pirates reach the deck. Hand-to-hand encounters now take place and we fight fiercely. They outnumber us by many hundreds, but we manage to keep most of them from reaching the decks by chopping at their fingers with our cutlasses as they grasp the rails.

At last a breeze springs up and our ship gathers way. We soon leave the pirate boats far astern and make short work of throwing the ten or twelve Chinese, who had boarded us, overboard, to sink or swim. One or two of us are badly cut up and go below to have our wounds cared for, but we have no fatalities and are able to deliver our cargo of opium all safe and sound to its Chinese purchasers.

This opium smuggling was not a very pretty trade, but many American ships

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were engaged in it and at least it was better than buccaneering. The illustration in Fig. 1 is that of one of these famous "Baltimore clippers." This model is not at all difficult to make and it is a good idea to do so, as well as all of those which follow. For having done them all, you will have in your possession a graphic history of the development of the clipper ship. Then whenever you read about the days of the "Yankee clippers" you will appreciate them all the better, as you will have actually made reproductions of them yourself and will understand all about their special rig and other characteristics.

DIRECTIONS FOR MAKING AND COST

The actual cost of making any of the models described in this book is less than two cents. A

Clipper Ships

most inexpensive form of amusement! The corks may be had for fifteen cents a dozen and the other materials are common pins, shoe-thread, matches, glue, paper and crayons or colored pencils. The only tools needed are a penknife and a pair of scissors.

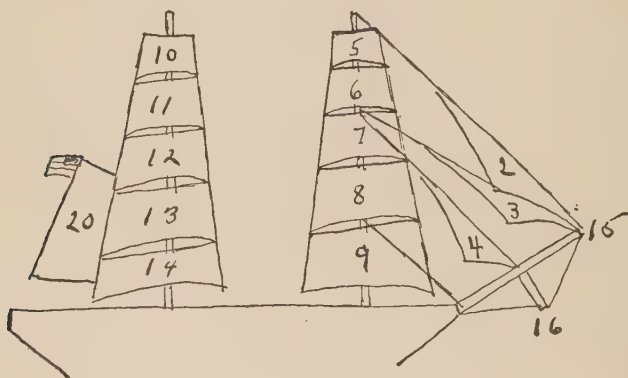


FIG. 4

First the cork is carved down to the necessary shape for the hull of the vessel being made. This Baltimore clipper, Fig. 1, is cut down as in Fig. 2. Then the ends of three matches should be sharpened after the heads have been removed.

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(It is best to use safety matches, as they are smaller than the ordinary kind.) These are for the masts and bow-sprit. The latter should be cut shorter than the others.

Make the sails out of paper and mark the seams on them with black pencil. Slit them where the dotted lines show in the drawing, Fig. 3, and slip them over the masts into position. The three head-sails on the bow-sprit have two small slits or holes and are threaded on the stays by pushing the thread through with the end of the scissors. The drawing, Fig. 4, explains in detail just what the sails of a brig (which is how many of the Baltimore clippers were rigged) were like. The Dolphin striker 16 on the bow-sprit 15 is the small piece of match left over from cutting the bow-sprit. The numbers on the sails in Fig. 4 refer to the same sail numbers in Fig. 7 on page 27.

Slit the tops of the masts and the end of the bow-sprit slightly, to hold the rigging and flags in place. The rigging is made fast to pins placed where needed in the hull. A drop of glue at the mast-heads and the end of the bow-sprit will

Clipper Ships

hold everything firmly in place. The spanker is also glued to the main-mast. The main-sail is shown furled. Bend the sails slightly between the fingers so that they will give the effect of billowing out before a breeze. The flags, which should, of course, be colored, are placed to blow in the same direction as the sails. A nail in the bottom of the hull, to act as a keel or center-board, will make it possible to actually float these little models in the bath-tub or a basin of water, though your table, desk or mantel-shelf make the best harbors for these ships.

It is quite surprising how really lifelike these little models may be made to look. The effect is truly that of a lordly clipper ship bound for the China Seas.

CHAPTER II

THE *Ann McKim*

THE “Baltimore clippers” were all small vessels of less than two hundred tons. They were built very narrow in proportion to their length and it was this small beam which, of course, gave them their speed. All the other types of sailing ships were very wide in the beam, which accounted for the slowness of the British East India-men and the American ships of that day. While it is true that the ships that were used by the East India Company rivaled the ships of the Line of the Royal Navy in build and equipment, in the discipline of their crews and in the smartness of their

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officers, it is also true that they were very slow. This was due to the fact that they were very blunt in the bows and wide and bulky amidships. Also their Captains were in no hurry, as the Company had a legal monopoly of the trade with India and so they took in sail as a matter of course every night, no matter what the weather. Quite unlike the clippers, which raced across the Western Ocean and the Pacific, cracking on all sail and only taking in the light sky-sails and other kites when it was absolutely necessary.

The Atlantic Packets, like those of the Black Ball Line, which began to sail between New York and Liverpool around 1816, were much smaller than the ships in the fleet of the British East India Company. This famous line of packets was

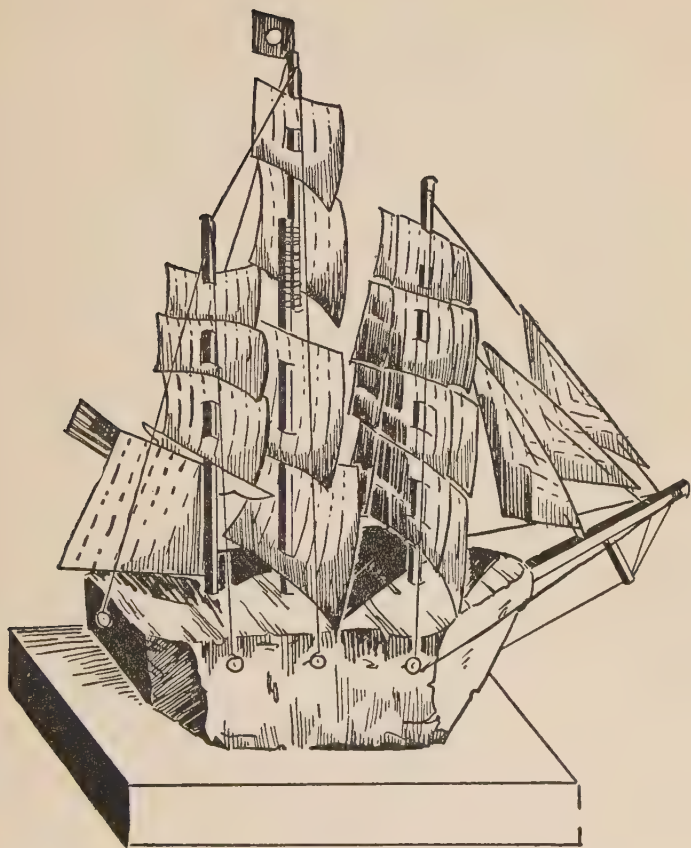


FIG. 5—The *Ann McKim*

Done in Cork Models

owned and operated by Americans. Sailing on regular dates and carrying passengers and mails, they were the forerunners of the great transatlantic steamships of the present day. Before their advent, people wishing to cross the sea had to be content to book their passage in some freight ship. These had uncomfortable quarters, made slow time and the dates of their departures and arrivals were uncertain.

There were also the Red Star Line of Packets, the Swallow Tail Line, John Griswold's London Line, the Dramatic Line, Cope's Philadelphia Line and many others. These packets were especially designed to care for the numbers of people who wished to travel for either business or pleasure. They were equipped with all the

Clipper Ships

luxury that the times afforded in the way of cabins, fixtures, woodwork and food. Being generally smaller and less heavily built than the East Indiamen, they were much faster and some remarkable passages were made from New York to Liverpool in these picturesque vessels.

At the present time, when one may cross to England or Europe in a gigantic liner of 25,000 or 30,000 tons in five or six days, it does not seem extraordinary that these packets were able to make the run from New York to Liverpool in twenty-three days. But when you remember that all other ships up to and including their days took three times that long, it is not surprising that they created such a furore. The return trip took longer, as the prevailing winds and the Gulf Stream are against a

Done in Cork Models

ship that is sailing Westward on the Western Ocean. One of the Black Ball packets, the *Canada*, made the record time of just under sixteen days to Liverpool! This is about the time it takes the average steam tramp to make the same passage today. But these Atlantic packets were not clippers. The true clipper ship originated in Baltimore in the year 1832.

A resident of that town, Isaac McKim by name, had long been interested in ships. He was a merchant and was possessed of considerable wealth. For many years he had studied the achievements of the "Baltimore clippers" and had come to the conclusion that a larger ship built along their lines, would be very fast. He consulted a firm of shipbuilders in Baltimore and they laid down the lines of a 500-ton vessel for

Clipper Ships

him. They applied the typical lines of the small "Baltimore clippers" to her hull and gave her the sharp bow that came in time to distinguish the clipper from all other ships.

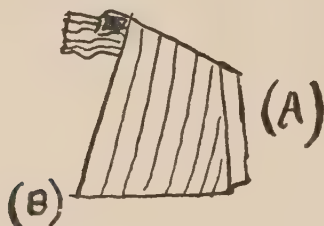


FIG. 6

She was rigged as a "full rigged ship" and was 143 feet long, and had a beam of only 31 feet. Twelve brass cannon looked out of her ports and her tall masts carried, besides the usual sails of a ship of her time, small sky-sails, like clouds hovering over her trucks. She was named the *Ann Mc-*

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Kim and must have been a wonderful sight when she sailed down Chesapeake Bay in all her glory of lofty, towering canvas. She made several voyages to China and proved herself to be the fastest ship afloat. However, being so narrow she

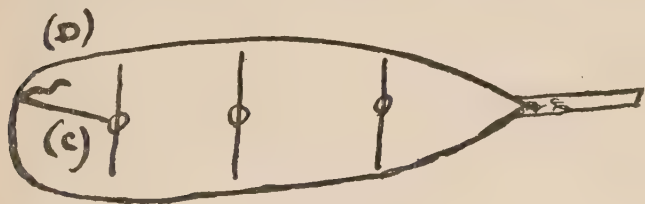


FIG. 6½

could not carry as much cargo as other ships of her size and it was several years before other ship owners and designers were able to realize that of two ships, the faster one carrying less cargo, could make up for bulk of cargo by speed of passage and make three trips to the other's one.

Clipper Ships

Credit must be given to this far-seeing merchant, McKim, for his vision in seeing that a ship like the one he had built, would outsail the then prevailing type of vessel. However, it was some years before any other ships at all like the *Ann McKim* were laid down or left the ways. During the years that followed up to 1840 many rather speedy ships were built, but the actual influence of this, the first clipper, was not felt until the building of the *Rainbow*.

DIRECTIONS

The model shown in Fig. 5 is that of the *Ann McKim*. Cut the hull out of a large cork, making it very sharp in the bows. For the masts, sails and rigging follow the same procedure as in the first model, with the exception that the main-mast (the center one) has a short piece of match rigged to its upper part, as a royal top-mast.

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The mizzen-mast aft, is very short. Fig. 7 shows the rig of a ship.

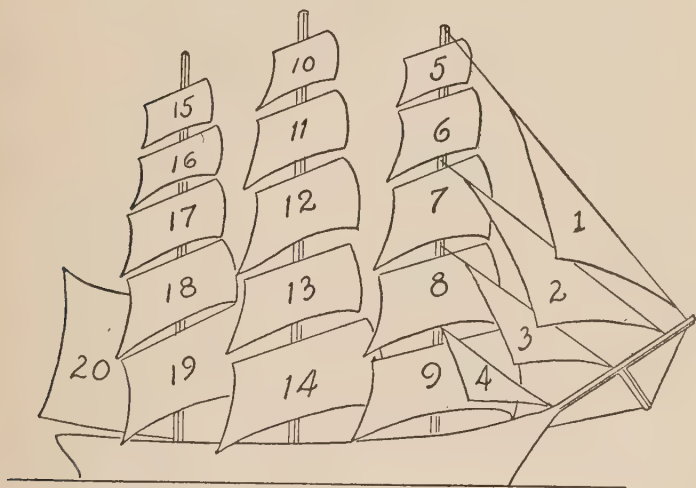


FIG. 7

Sail key: 1. Flying-jib.
2. Outer-jib.
3. Inner-jib.
4. Fore-top-mast-stay-sail.

Clipper Ships

5. Fore-sky-sail.
6. Fore-royal.
7. Fore-topgallant.
8. Fore-topsail.
9. Fore-course or fore-sail.

10. Main-sky-sail.
11. Main-royal.
12. Main-topgallant.
13. Main-topsail.
14. Main-course or main-sail.

15. Mizzen-sky-sail.
16. Mizzen-royal.
17. Mizzen-topgallant.
18. Mizzen-topsail.
19. Cross-jack (pronounced cro' jack).

20. Driver or spanker.

In addition to these sails the clippers carried studding-sails (pronounced stunsails) which were rigged out on small booms at the ends of

Done in Cork Models

the other spars or yards and from the deck. We shall use these in other models later. In this model Fig. 5 no flying jib is shown. The U. S. flag flown at the peak of the spanker gaff, Fig. 6, may be made of the same piece of paper and cut out with the sail. This will save work and glue! The flap (A) is bent over and glued to the Mizzen-mast. A bit of glue along the foot of the sail (B) will hold it to the deck at the proper angle (C) in Fig. 6½. The flag should be bent around (D) to be correct, that is, blowing with the wind.

CHAPTER III

THE Rainbow

THERE lived in New York, in 1840, a young man whose name was John W. Griffiths. He was a draughtsman in the employ of a firm of naval architects. For some time he had been working out a theory of his own in regard to the lines of ships' hulls and in 1841 he constructed a small model of a clipper ship which had several features radically different from the ships then being built. But seamen and all those who have to do with ships in a professional capacity then were, still are, and always will be, the most conservative of men. They look upon anything new

Done in Cork Models

with disfavor until it has actually been proved and even then they are reluctant to adopt it. So it was that young Griffiths had a difficult time to get any one to seriously consider his ideas.

He was convinced that a ship built according to his theories would be faster than the vessels with wide bows, flat sterns and great beam. He talked and demonstrated to whoever would listen to him and did not lose hope. But not till 1843 did he receive any encouragement. Then a shipping firm ordered from his employers a ship along the lines that he had been working on and dreaming about for so many years. He set to work at once and before long a clipper of 750 tons began to take shape on paper on his board. She had a concave bow and was long and slender. After a time her

Clipper Ships

keel was laid and finally, in 1845, she was launched. Her owners called her the *Rainbow* and she at once was the talk of all seafaring men who either saw or heard about her.

It is said that some of them did not think that she would remain upright when she entered the water as she slid off the ways. They thought that she would "turn turtle." But in this they were disappointed. She actually proved to be a very seaworthy ship and she was *fast*. One of the fastest ever built, as a matter of fact. She once made the return run from China in 88 days. By smashing all previous records for speed, she gloriously vindicated her youthful designer's theories and made a lasting name for herself in the annals of the sailing ship.

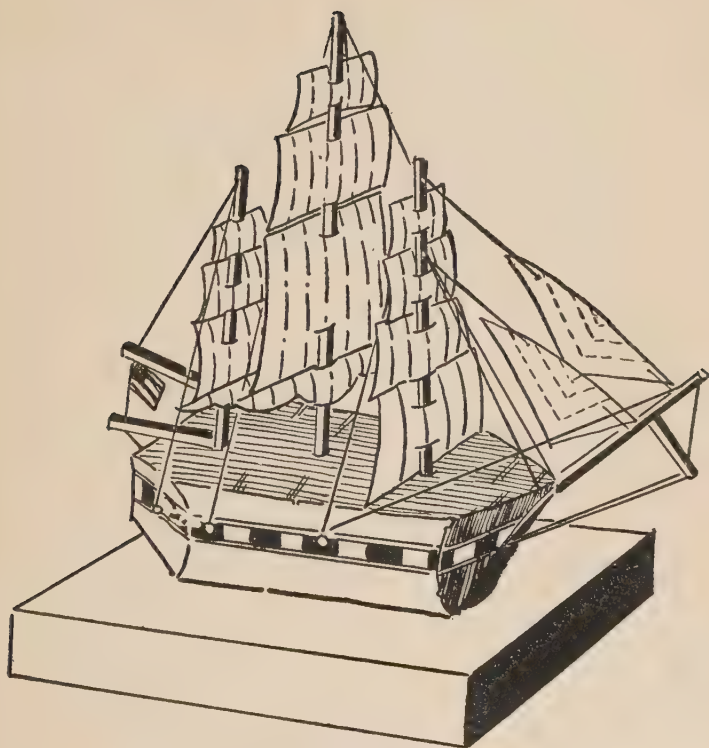


FIG. 8—*The Rainbow*

Done in Cork Models

Imagine the New York of 1845. The quaint, brick buildings facing the waterfront, with the bow-sprits of the ships reaching far out over the heads of those passing and repassing on the cobbled street and the clusters of tall masts and spars looking like a veritable forest. Large warehouses and an occasional tavern line the street and heavy drays pulled by powerful horses fill the thoroughfare with their rumble. All sorts of things are being loaded and unloaded on the docks. Silks and spices, tea and drugs from the Orient come in, while cotton goods and hardware, as well as various sundries of Yankee manufacture, go out. Black stevedores struggle with huge hogsheads and nervous supercargoes check up the freight, item by item.

An open carriage, drawn by a spank-

Clipper Ships

ing pair of roan beauties, delicately threads its way through the traffic, driven by a black coachman. It stops at the most pretentious of the counting houses, and an elderly gentleman, looking very dignified in his tall, beaver hat, claret colored coat with wide velvet cuffs and collar, light

(P)

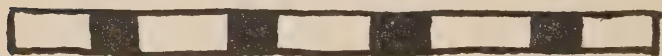


FIG. 9

blue satin waistcoat and tightly fitting buff pantaloons strapped under his brightly varnished boots, alights from it. He wears side whiskers and a great bunch of seals dangles from a black ribbon under his waistcoat. He carries a gold-headed walking stick of ebony and a pair of canary gloves.

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His daughter, a young girl of perhaps sixteen, remains in the carriage. She has golden hair and laughing blue eyes. A tiny little bonnet with pink rosebuds on it, is perched coquettishly on the side of her head, held in place with a black velvet ribbon tied under her little chin. Her hands, which are demurely folded in her lap, are half hidden by black lace mitts and from beneath her long, billowing skirts a pair of tiny black pumps protrude. The long frills of white, starched pantalettes are also just visible.

The old gentleman enters his place of business and before long a dashing young fellow, dressed in the height of fashion, approaches the young lady, makes his courtly bow and kisses her finger tips. He is the designer of the *Rainbow*, and is

Clipper Ships

justly proud of his achievement. While they are talking the old gentleman joins

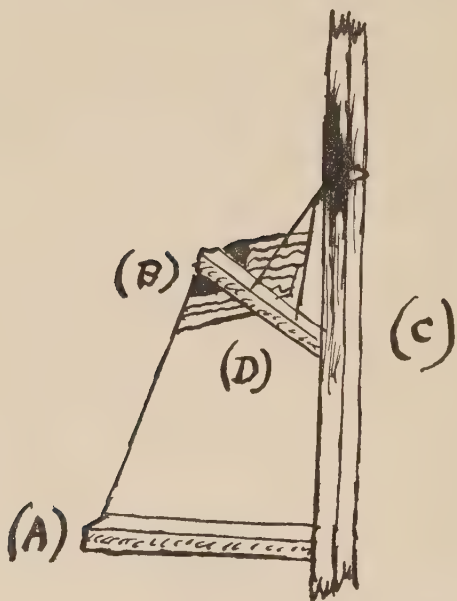


FIG. 10

them and they all go aboard the great ship. Her cargo is safely stowed in the hold and her crew stands ready to cast off and warp

Done in Cork Models

her out into the stream. The ship is bound for Valparaiso in South America and this is her third voyage.

The Captain reports that he is all ready and our friends wish him "good-bye and good luck!" Then they go ashore, the gangplank is hauled in and the *Rainbow* slowly leaves the wharf, amidst the cheering of the crowd and with many fluttering handkerchiefs waving farewell. Alas! That was the last ever seen of this beautiful ship. She went down with all hands, somewhere around Cape Horn, and was never heard from again.

DIRECTIONS

To make this model of the *Rainbow*, Fig. 8, even more realistic, cut out two narrow strips of white paper as in Fig. 9 and mark black squares

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at intervals on them (P). Pin or glue these strips on each side of the hull, which may be painted black with ink applied with a small camel's-hair brush or merely colored with black crayon. In this model the cro'jack is shown furled and the mizzen-course is hanging from the yard without being sheeted home. No fore-top-mast-stay-sail is shown, either. The spanker is not bent on. Make the boom and gaff (A) and (B), on the mizzen-mast in Fig. 10 out of small bits of match stick. Paste the flag (D) to the peak of the gaff. In other respects, follow the directions in Chapter II. Make the stern as in Fig. 10½, filling in the space around the after cabin ports with yellow crayon.



FIG. 10½

CHAPTER IV

THE *Sea Witch*

AROUND the same time that the *Rainbow* was making a name for herself in the maritime world, there was a ship captain called "Bully" Waterman, who commanded a packet named the *Natchez*. In spite of the fact that she was an old vessel and not a clipper at all, he succeeded in making a reputation for himself in her. So able a seaman was he, that the same firm which had had the *Rainbow* built, had a ship built for him, from the board of the same young man, John Griffiths, who had designed the *Rainbow*. This new vessel was called the *Sea Witch*

Clipper Ships

and she became one of the best known of all the clippers. Her record was nearly fifteen miles an hour, a wonderful speed for a ship propelled by the wind alone.

Her commander, "Bully" Waterman, has now become almost a legend among old sailormen. Many strange yarns are told about him, and his reputation is nearly as bad as those of Captain Kidd, Morgan or Blackbeard himself. A fearless brute of a man, he drove his men as no other sea captain did, and those were not gentle days on ships, in any event. The life of the fo'c's'le hand has never been exactly a bed of roses, but the luckless wights who were unfortunate enough to ship under "Bully" Waterman were worse off than their fellows in other ships of the period. Even his mates were afraid of him and a "bucko"

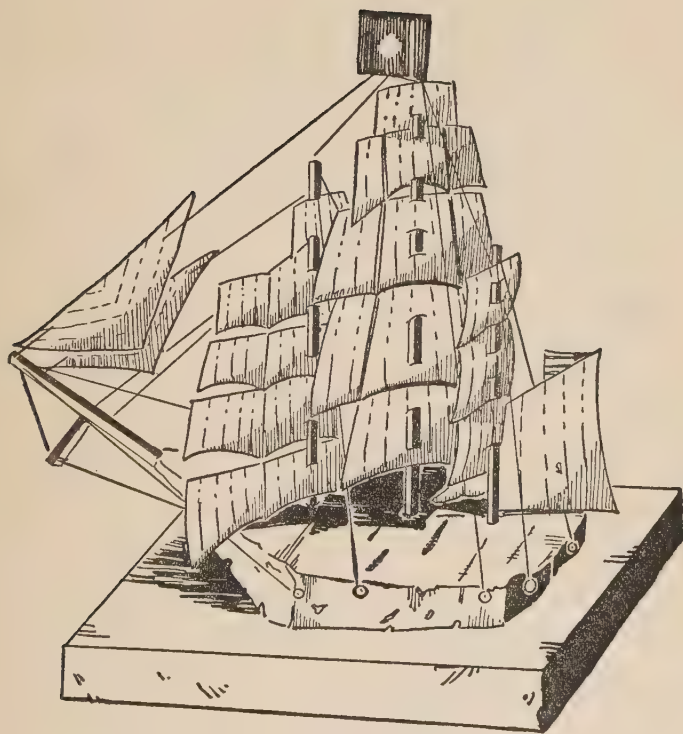


FIG. 11—*The Sea Witch*

Done in Cork Models

mate in the days of sail, was quite a bruiser himself! Of course Captain Waterman had to deal with some pretty tough men and no doubt had to use brutal methods with them, never-the-less he has left a trail of more or less unsavory rumors behind him.

Just picture the *Sea Witch*, a clipper of 900 tons, loaded with China tea homeward bound for New York, around the Horn. She is racing along under an enormous press of sail. With royals, sky-sails and stunsails all drawing she looks like a great white cloud scudding over the blue waters. The vessel is making at least fifteen knots and her standing rigging hums like violin strings. The watch on deck are busy mending a tear in the fore-topsail, which

Clipper Ships

split from top to foot earlier in the day and had to be replaced with a spare capone.

Along about six bells in the second dog-watch a long, low black cloud is seen gathering in the Nor'east and the Captain orders the Mate to take in the stunsails and kites. The ship is sailing close hauled on the Starboard tack and plowing through the water like a greyhound. Soon the royals, topgallants and courses are also furled and the men out along the yards hang on for dear life while they work like Trojans with the wildly thrashing canvas. At last all is snug and the "Old Man" orders in the fore-topmast-stay-sail and the flying and outer jibs. Just before the storm hits, the topsails have double reefs put in them and the spanker comes down by the run.

Done in Cork Models

The ship heels over till her lee scuppers are awash and rushes into the teeth of the storm "with a bone in her mouth." Under

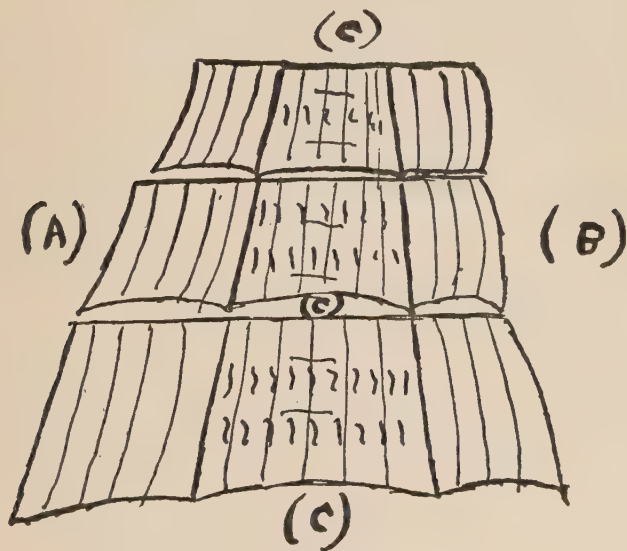


FIG. 12

nothing now, but double-reefed topsails and the inner jib she still makes fast time on her course. The glass is down and the

Clipper Ships

wind has freshened to almost hurricane strength. But the Captain does not bring her to. She must keep up her record and deliver her cargo of China tea as soon as, if not before, her rival clippers in the trade deliver theirs. Huge green waves forty feet high come smashing up against the bows and break over the fo'c's'le-head, to go racing over the decks the full length of the great ship. There are now two men at the wheel and they have all that they can do to keep the ship from broaching.

After several exciting hours of this, the gale moderates and the skipper orders more canvas on her. By early morning she is once more under full sail and headed rejoicing on her homeward course. One more storm has been weathered successfully and "Bully" Waterman has again

Done in Cork Models

proved himself to be a seaman through and through. During the storm a few of the men who had been in irons for their acts of insubordination were released to work with the crew in the emergency and now they are once more shackled, to be turned over to the authorities when they arrive in port. Such was the lot of those who sailed with Waterman. But a man who knew his job and also his place, had nothing to fear. Many of the sailors trained by "Bully" Waterman, themselves became ship masters and always spoke well of him.

DIRECTIONS

The *Sea Witch*, Fig. 11, shows Port and Starboard stunsails on her fore-course, fore-topsail, fore-gallant and fore-royal. Also on her main-topsail, main topgallant sail and main-royal. She shows no flying-jib and her cro'jack is

Clipper Ships

furled. To make the stunsails, cut them out of the same piece of paper on which you draw the other sails, as in Fig. 12. (A) and (B) are the stunsails and (CCC) are the courses, topsails, etc., on the mast. Color the hull and bow-sprit with its Dolphin striker black. These ships carried bow-sprits, jib-booms and flying jib-booms, but in these small models it is sufficient to make the bow-sprits only.

CHAPTER V

THE *Oriental*

IN 1849 Jacob Bell built the *Oriental*. She was one hundred and eighty-five feet long, thirty-six feet in the beam and twenty-one feet deep. She registered 1,003 tons. She was a large ship for her time. Leaving New York for Hongkong via the Cape of Good Hope, she made the passage in 109 days. On her return trip, loaded with tea, she made the remarkable record of 81 days! Then she made another voyage to China and while there, was chartered by a British firm to take a shipment of tea to London. This was just after the repeal of the "Navigation Laws" of

Clipper Ships

England which had restricted British trade to British vessels.

The *Oriental* was therefore the first foreign ship to take tea from China to London. Captain Palmer sailed the beautiful clipper down the China Sea, across the Indian Ocean and around the Cape of Good Hope. Then over the Atlantic past St. Helena and the Azores to the English Channel, arriving in London just ninety-seven days out from Hongkong. The speed of this passage was so far beyond what any of the British ships could do, that it fairly staggered the English shipping men.

The *Oriental* made fast alongside the West India Docks and thousands of people of all kinds came down to look at her. Never before had they seen such a beauty of the Seas. Her tall masts stood out against

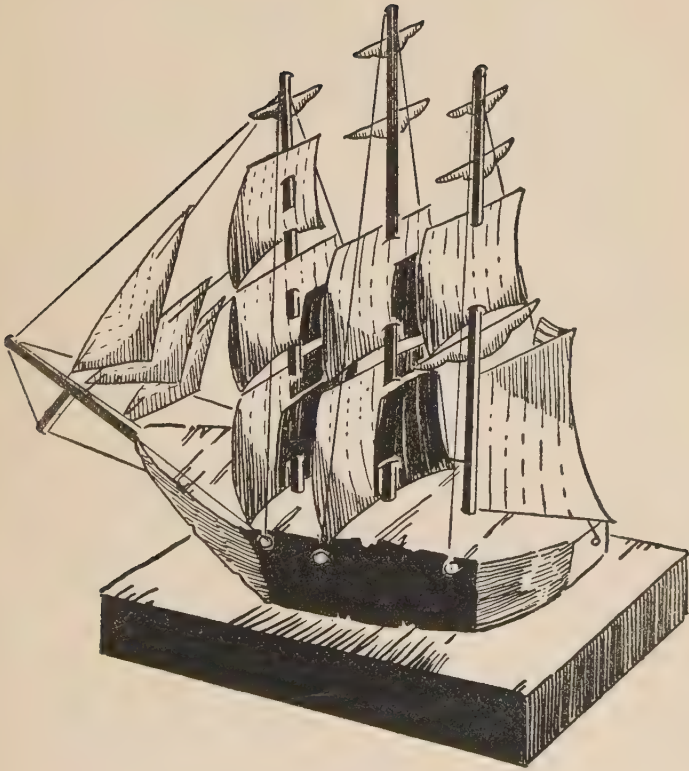


FIG. 13—*The Oriental*

Done in Cork Models

the sky, towering above everything else in the Harbor. Her spars were brightly varnished. Her brass-work sparkled in the sunlight and her black sides glistened like polished mirrors. None of the English ships could compare with her in any respect.

On top of all this pride of appearance, the great ship had her practical side as well. For had she not proved that she was faster than anything that had brought tea from China before? The *Oriental* cost her owners seventy thousand dollars and they received forty-eight thousand dollars in freight charges for this one voyage. She had already more than paid for herself, in this her fourth voyage.

There were no clipper ships in England

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and the sight of this wonderful vessel set the mariners and merchants of London to thinking. They knew that in America there were other clippers like the *Oriental* and they were worried for fear that these new ships would take away their trade. As a matter of fact they *did*. For several years the maritime world was treated to the spectacle of Yankee clippers carrying tea from China to London and Liverpool for British shipping firms. It was not until the Civil War in America that England really regained the lead in this field that she had lost to the clipper ships of the United States.

But with the advent of the iron ship and still later the iron steamship, Great Britain once more became the Mistress of the

Done in Cork Models

Seas. With marvelous foresight she developed her iron ore and manufacturing possibilities and fabricated ship after ship to send forth over the sea lanes of world traffic and bring back the goods or the gold of commerce to fill the warehouses and the coffers of her merchants and bankers.

The *Oriental* was one of the proudest ships that ever sailed the seas and it seems a pity that this great Country has lost its hold upon the shipping of the world and now allows its goods to be transported in the ships of other nations, when once it was just the other way around.

DIRECTIONS

In the model of the *Oriental* shown in Fig. 13, no fore-royal, main-topgallant, main-royal, cro'-

Clipper Ships

jack, mizzen-topgallant or mizzen-royal sails are set. They are shown furled. She carries no flying jib either. You will notice that her courses and topsails are rather larger than those in the other models.

CHAPTER VI

THE *Challenge*

THE *Challenge* was launched in 1851 and was one of the largest of all the American clipper ships ever built. She measured 230 feet length, 43 feet 6 inches beam and was of 2,006 tons register. Her spread of sail was gigantic; 12,780 yards of cotton canvas went into her sails. Her main-sail was 100 feet in width along the foot. The distance from the ends of her lower stunsail booms across the yards was 160 feet!

The firm of N. L. & G. Griswold, of New York, owned this famous clipper and our friend "Bully" Waterman com-

Clipper Ships

manded her. This, of course, was after he was skipper of the *Sea Witch*. When the *Challenge* left New York bound for San Francisco on her maiden voyage she carried a crew of fifty-six men and a few boys in the fo'c's'le, while the "after guard" consisted of the skipper and his mates. On this particular trip Captain Waterman's crew was made up of some of the roughest sort of thugs and desperadoes in New York, who had only shipped aboard the vessel because they lacked the means to pay their passage to the gold fields of California and took this method of reaching their heart's desire.

Other unfortunate wretches were aboard against their own wishes, having been "shanghaied" by water-front "crimps." These sailors' boarding-house keepers

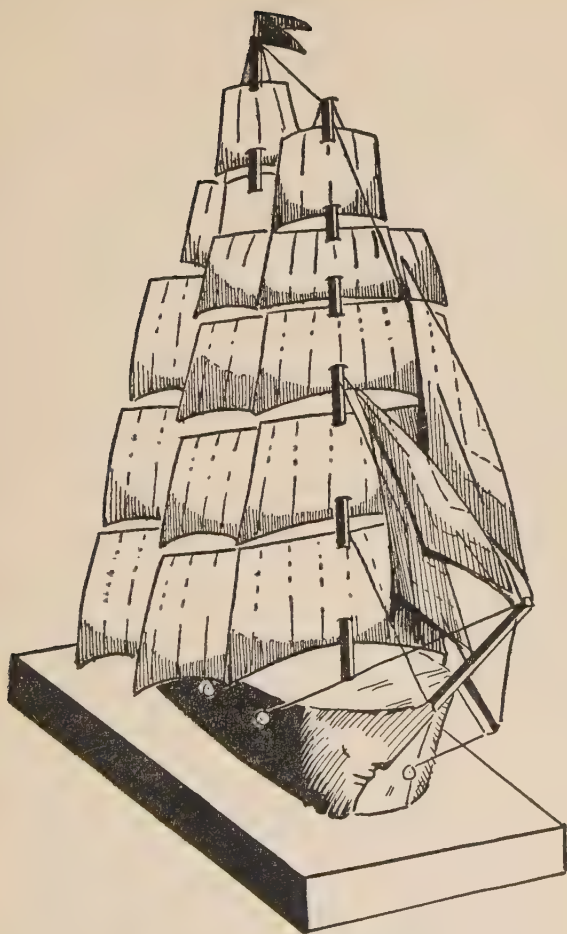


FIG. 14—*The Challenge*

Done in Cork Models

would get some poor human derelict who was completely "down on his luck" and give him shelter in a vile, smelly vermin-infested back room in one of the dirty alleys near South Street. He would get very little food, but plenty of bad grog. Then when a ship was getting ready for sea and needed a crew, the "crimp" would agree to furnish the men to the Captain.

He received so much per man from the ship-master and also drew three months' advance wages for each man, from the ship, at the time they signed articles before the Shipping Commissioner. He claimed of course, that the men owed him this money for their board and lodging. Sometimes, too, a silly young lad from a farm out in Ohio or Iowa, having managed to get to the seaboard by hook or

Clipper Ships

crook, would find himself among the maze of the shipping along the East River and would drop in at a tavern for a drink of ale. Knock-out drops would be put in his drink, his clothes and money would be stolen and he would wake up in the fo'c's'le of a ship, far out at sea, to find himself in a filthy outfit of old clothes and signed on under the name of Jack Smith or John Brown, while his own was probably Bill Worthington.

When the *Challenge* had dropped the pilot and had passed Sandy Hook, Captain Waterman discovered that he had shipped just such a crew as this. Out of the lot only six or seven were "able seamen" and understood how to steer a ship. These were made quartermasters. While the "Old Man" gave the men a talk from his quar-

Done in Cork Models

ter-deck, having had them assembled in the after part of the waist, the mates, carpenter, sailmaker and boatswain went through the men's belongings in the fo'c's'le and all brass knuckles, pistols, bowie-knives and whisky that they found were thrown overboard.

There was trouble the entire trip and the mate had one fight in which four or five men attacked him at once and only the prompt interference of "Bully" Waterman himself, who landed in the midst of the fray with a brass belaying pin, grabbed on the run, saved the mate from probable death. One of the men had his arm broken and they all spent part of the trip in irons. But in spite of the handicap of such an incompetent crew, the *Challenge* made the voyage in only 108 days.

Clipper Ships

DIRECTIONS

Fig. 14 shows the *Challenge* sailing before the wind with all her sails set, with the exception of the main-course stunsails. Her mizzen-mast is not visible in this drawing, but it is rigged the same as that of the *Sea Witch* in Fig. 11 on page 43. No flying-jib is set. Her bow-sprit is very long. This is a very beautiful model if made carefully.

CHAPTER VII

THE *Flying Cloud*

NO MENTION of this most beautiful of all the sailing ships ever constructed, the *Flying Cloud*, can be made without speaking of her designer and builder, Donald McKay. Born in Nova Scotia, he moved to New York as a boy and found employment in a shipyard there. He loved ships and the building of them and before long he had become a master shipwright. He went to Newburyport in 1840 and together with a certain John Currier built several ships. A Boston shipowner, for whom McKay built a packet, was so struck by the unusual clev-

Clipper Ships

erness of the young man, that he offered to secure the financial backing for a shipyard in Boston, if McKay would move there. The deal was closed and in East Boston the new yard was started.

McKay designed and built his first clipper in 1850. She was named the *Stag Hound* and was merely the first of a long line of successful clippers that followed each other in close succession from McKay's shipyard. But his most spectacular achievement was undoubtedly the *Flying Cloud*. While she was being built she was sold to a shipping firm in New York. This was in 1851. Captain Josiah Creeseey was her Captain and her first voyage was to San Francisco around the Horn.

In "The Clipper Ship Era," Mr. Arthur H. Clark writes of Captain Creeseey, "who

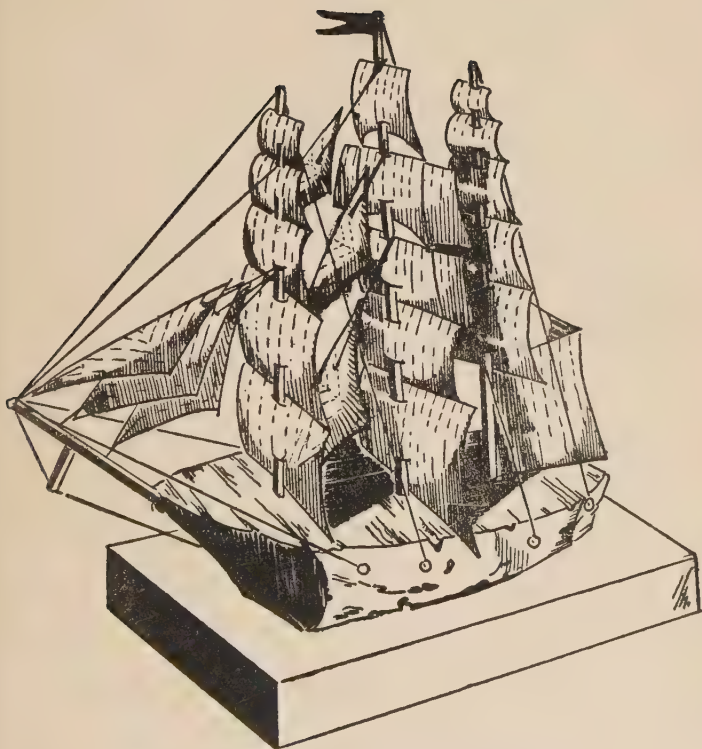


FIG. 15—The *Flying Cloud*

Done in Cork Models

was born at Marblehead in 1814. Like most boys who were brought up along the coast of Massachusetts Bay, he began his career by being skipper and all hands of a borrowed thirteen-foot dory, with the usual leg-o'-mutton sail, and steered by an oar over the lee gunwale. In these dories water was carried in a strong earthen jug with a stout handle—while a wooden dinner-pail such as the Gloucester fishermen used in those days, contained provisions.

“Joe Creesey was a genuine boy, large and strong for his age, freckled, good-tempered, and fond of rowing, sailing and fishing. When he got to be thirteen or fourteen years old, he used to get some one to lend him a dory, and in this, during his summer vacation, he would make short cruises to Beverly and sometimes to the

Clipper Ships

neighboring port of Salem. Here he would loiter about the wharves, watching an Indiaman discharge her fragrant cargo, or perhaps some ship fitting out for another voyage to India or China; and he would gaze up in wonder and admiration at the long tapering masts, with their lofty spars and studding sail booms, and what appeared to him a labyrinth of blocks and slender threads. The ships' figureheads, especially those representing warriors and wild animals, pleased Joe mightily, and the spare spars, gratings, capstans, boats, guns and shining brass-work, all delighted his heart. Occasionally he would behold a sea-captain who had really sailed to Calcutta and Canton, and the bronzed mariner was to him a being quite apart from other mortals."

Done in Cork Models

So you see, the youthful dreams of this little boy, mooning about amidst the shipping of this quaint, old New England port, at last came true, when he himself became the commander of the greatest clipper ship that ever sailed the sea. On her maiden trip to the West Coast the *Flying Cloud* ran into nasty weather. She lost her main- and mizzen-top gallants and her mainsail-yard. This gave the crew some hard work to do in re-rigging the lost and broken spars. Her main-mast was badly sprung from the terrific strain and it was not possible to carry much sail on that mast in consequence. But in spite of all this she arrived in San Francisco 89 days and 21 hours out from New York, a record that has never been surpassed to this day by any other sailing ship except her-

Clipper Ships

self, when in 1854 she made the run from New York to San Francisco in 89 days and 5 hours.

The *Flying Cloud* won several exciting races against other clippers, notably the *N. B. Palmer*, which she raced to California. In 1863 she was sold to a British firm and, eleven years later, was destroyed by fire in the waters off St. John, New Brunswick.

She lived her whole life in a blaze of glory and whenever the old clipper ships are mentioned nowadays, it is the name *Flying Cloud* that comes most readily to one's mind. Even a motor-car has been named after her.

DIRECTIONS

In Fig. 15 the *Flying Cloud* is shown running before a quartering breeze with her main-top-

Done in Cork Models

gallant and royal stunsails set. She also has main-topmast, topgallant and royal staysails, rigged between the main and fore masts. This is the first model on which these staysails are shown. The mizzen-topmast, topgallant and royal staysails do not show in the drawing, but should be rigged in the same manner between the main and mizzen masts.

CHAPTER VIII

THE *Sovereign of the Seas*

IN 1852 Donald McKay built a huge clipper ship 258 feet long, with a beam of 44 feet and 23 feet 6 inches deep. She had a very sharp, long bow and stern and was one of the most graceful of ships. Her crew consisted of 105 men and boys, including 4 mates, 2 bo's'ns, 2 carpenters, 2 sailmakers, 3 stewards, 2 cooks, 80 able seamen and 10 boys before the mast. Captain Lauchlan McKay, a brother of the builder, was her commander. She was named the *Sovereign of the Seas*.

She was launched from the East Boston yard in June 1852 and towed to New York



FIG. 16—*The Sovereign of the Seas*

Done in Cork Models

from which port she sailed for San Francisco on August 4th of the same year, making the trip in 103 days. During this voyage, after the vessel had rounded Cape Horn, her fore- and main-topmasts and foreyard were carried away and it took the crew fourteen days to re-rig them. She kept right on her course, though, and it is probable that had this accident not occurred, she would have made an even faster passage to San Francisco.

From San Francisco the *Sovereign of the Seas* sailed to Honolulu and picked up a cargo of whale oil that had been collected there from the holds of several whalers and headed for New York with it in 1853. On this voyage back to her port of hail, the great ship made some very remarkable days' runs. At one time she was

Clipper Ships

doing a little over 17 knots and before rounding the Horn, while still in the Pacific she made nearly 20 knots. Just

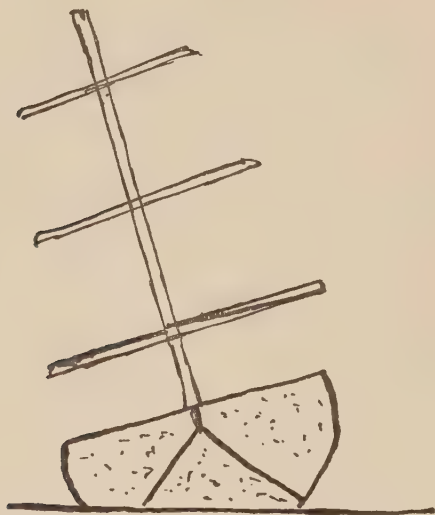


FIG. 17

think of this! A sailing ship doing much better than the fastest freight steamer of the present day could possibly do.

Done in Cork Models

Next she sailed from New York for Liverpool with Donald McKay, her builder, and his wife aboard. The steamer *Canada* of the Cunard line left New York on the same day and during the trip across the Western Ocean, the best day's run of the *Canada* was only 306 miles, while the *Sovereign of the Seas* sailed 344 miles on June 28th. In five days' run the clipper outsailed the steamship by 325 miles. This must have pleased the man who had built the beautiful racer very much. He was on deck for the greater part of the trip giving careful attention to the way she acted under various conditions of the sea and wind. But no matter what wonderful things his ships were able to do, McKay always thought that he could do better.

Clipper Ships

This is the reason that each of the fine clip-pers that he built was both larger and faster than the others.

DIRECTIONS

In Fig. 16 the *Sovereign of the Seas* is shown heeling over to a brisk gale of wind. She has no fore-main- or mizzen-skysails, or mizzen royal set and her cro'jack is also furled on the yard. By cutting the bottom of the cork, when you make the hull, as in Fig. 17, and then placing the masts so that they follow this angle of the deck, you will give this effect of a ship at sea, in your little model.

CHAPTER IX

THE *Great Republic*

THE largest extreme clipper ship that was ever built, was the *Great Republic*. She, too, was designed and constructed by Donald McKay and he owned her himself. He intended to put her in the trade with Australia. In spite of the fact that she was a huge monster, she possessed great beauty and attracted a great deal of attention when she was launched. She was the first sailing ship to carry power for working the pumps and hoisting the yards. For this purpose she had a fifteen horsepower steam engine on deck. Now all the large four- and five-masted coasting

Clipper Ships

schooners have power to hoist their sails and anchors, but in that day the idea was a distinct innovation.

The *Great Republic* was 335 feet long, her beam was 53 feet and her depth 38 feet. Her register was 4,555 tons. She had four decks. She was launched on October 4th, 1853, at the East Boston shipyard, and the day was made a holiday for the people of Boston. No business was done and all the schools were closed so that the children could see this mighty ship enter her natural element. Many thousands of people witnessed the sight and what with fluttering banners, brass bands and the shrill whistles of the steamships in the Harbor and at the United States Navy Yard, it was a lively scene.

It is difficult to realize what a huge piece

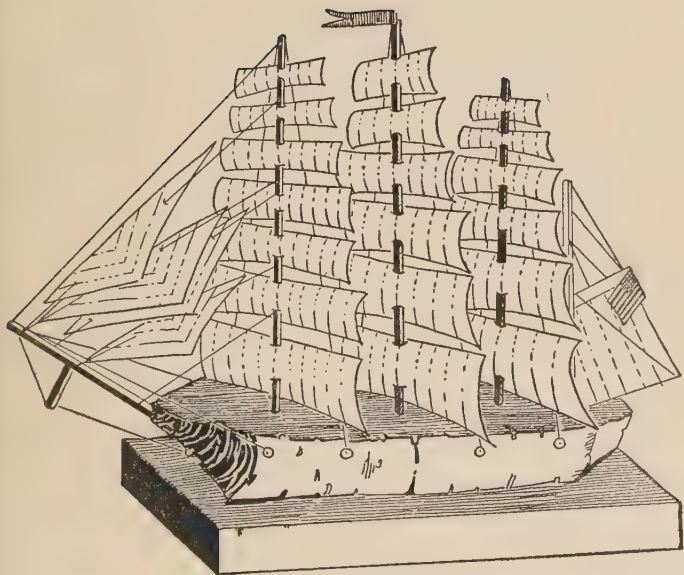


FIG. 18—The *Great Republic*

Done in Cork Models

of naval construction this vessel was. The distance from her deck to the end of her main-skysail topmast, was 261 feet! From the deck at the bows to the end of the flying jib boom was seventy-six feet! Imagine yourself out on the foot-ropes at the end of this spar, with the ship plowing into gigantic head seas and a gale raging. You and another man are trying to get the flying jib in stops and it is thrashing and slatting like a live thing. You are seventy-six feet away from the ship and about forty or fifty feet up from the water, except when the ship takes a dive, when for a time you are completely submerged in the briny seas. If the *Great Republic* were still afloat and was to enter New York Harbor she would not be able to pass under any of the bridges that span the East River. She

Clipper Ships

would tower over every other craft in the harbor and even the largest ocean liners would look puny beside her. Not in length, of course, but in the height of her masts. A modern office building, twenty stories high, is not taller than the mainmast of this huge ship.

Had this clipper ever gone to sea, either sailing for Europe, the Orient or Australia, rigged as she was when she arrived in New York and tied up at her dock at the foot of Dover Street, she would without doubt have proved herself to be the fastest ship in the world, but most unfortunately she caught fire from the sparks of a conflagration in a near-by warehouse and burned to the water's edge. In order to prevent her from becoming a total loss she was scuttled and sunk. Later on the

Done in Cork Models

hulk was sold by the underwriters and her new owners rigged her on a very much smaller scale.

However, even with this reduced rig she sailed from New York to San Francisco in 92 days, only three days short of the record for the trip and no one knows, of course, what she might have done it in, under her original rig. During the Crimean War she was used by the French as a troop ship carrying English soldiers across the Channel from Liverpool to France. The United States also used her as a troop ship in the Civil War. It is a pity that the *Great Republic* never had a chance to prove what she could do, but even so, she was a fine vessel and will always be remembered in the history of the clipper ships.

Clipper Ships

DIRECTIONS

In cutting out the hull for this ship, fasten *two* corks together with pins and glue. The whole of one and about a third of another. Then cut down in the same manner as in the other models. Fig. 18 gives a fairly good idea of what this great ship looked like. You will notice that besides the usual number of masts, she has a fourth one aft of the mizzen-mast. This was called the spanker-mast, and later on came to be known as the jigger-mast. The spanker and spanker topsails, all fore and aft rigged sails, were bent on this mast. This drawing shows the *Great Republic* under her first rig. Her topsails are split into *two* sails, consisting of upper and lower topsails, thus giving her six yards on each mast, instead of five as in the other models.

CHAPTER X

THE *Lightning*

DURING the years 1854 and 1855 Donald McKay built a number of clipper ships for an English firm engaged in the Australian trade. Among them were the *Lightning*, *Champion of the Seas*, *James Bains* and *Donald McKay*. The *Lightning* was 244 feet long, 44 feet in the beam and her depth was 23 feet. Her main yard was 95 feet long! A British Captain, named Forbes, came over from England to take the ship to Liverpool and to oversee her fitting out. She left Boston on February the 18th, 1854, for Liverpool and was a superb sight as she sailed past

Clipper Ships

Boston Light on her outward passage. She made the trip in 13 days, 19½ hours. This was splendid sailing! During this voyage she made one run of 436 miles in twenty-four hours, which means that she was doing 18½ knots per hour.

The *Lightning* left for Australia in the Spring of that year and kept up her record for speed, making the trip home in 63 days. Then in 1857 she was used by the British Government to carry troops from England to India during the period of the Sepoy Mutiny. She was a very beautiful ship, having lines like a yacht, and indeed she was decidedly faster than any yacht and combined speed with large cargo carrying capacity.

Other British clippers were the *Thermopylae*, *Black Prince*, *Stornoway*,



FIG. 19—The *Lightning*

Done in Cork Models

Chrysolite, Ariel, Taeping, etc, these last mentioned ones being built in England and Scotland. They, too, proved to be very fast, but none of them ever equalled the famous "Yankee clippers."

I give no directions for making the *Lightning* as by this time you should be able not only to make a model of this ship merely from the drawing in Fig. 19, but to improve on my suggestions and add further details of your own which will make of this a perfect little model of a clipper ship of the glorious days of our sway upon the Seas.

CHAPTER XI

THE *Stornoway*

THE *Stornoway* was the first real clipper ever built in Great Britain. She was built by Alexander Hall & Company at Aberdeen and launched in 1850. Although she was much smaller than some of the American clippers, she gave a good account of herself and sailed on one occasion from Hongkong to London in 103 days. She was not exactly copied from any 'American model, but embodied the special ideas of her British builders. She was 157 feet 8 inches long, 25 feet 8 inches in the beam and had a depth of 17 feet 8 inches. Her sail area was quite small, and she car-

Done in Cork Models

ried no royals or sky-sails. This, in comparison with the American clippers, makes her seem somewhat “dumpy” to the eye used to the great towers of white canvas on ships such as the *Surprise*, *Stag Hound*, etc.

In proportion to her tonnage, the *Stornoway* was very much longer and narrower than a similar Yankee ship would have been, and it was possibly owing to this that she was not a very good ship in heavy weather. Woe betide the men out on her jib-boom when there was a sea running! At the same time it is a fact that on her runs out and back to China, she beat any other British vessel of her day.

The rivalry between England and the United States for the lead in the tea trade became keener and keener and a group of

Clipper Ships

gentlemen in Boston, in 1852, issued a challenge to the shipping men of Great Britain for a race from Hongkong to London, including the trip out to Hongkong. They offered to put up \$50,000, provided the British merchants staked a like amount, the winning ship to have this sum as a prize. But for some reason or other, in spite of the fact that the English newspapers gave considerable space to the news, the challenge was never accepted.

More and more British clippers were built as the years went by and at last the time came when there were no American sailing ships left in the tea trade at all, and the Britishers had it all to themselves again. One of the most famous of all the English clippers was the *Cutty Sark*, and

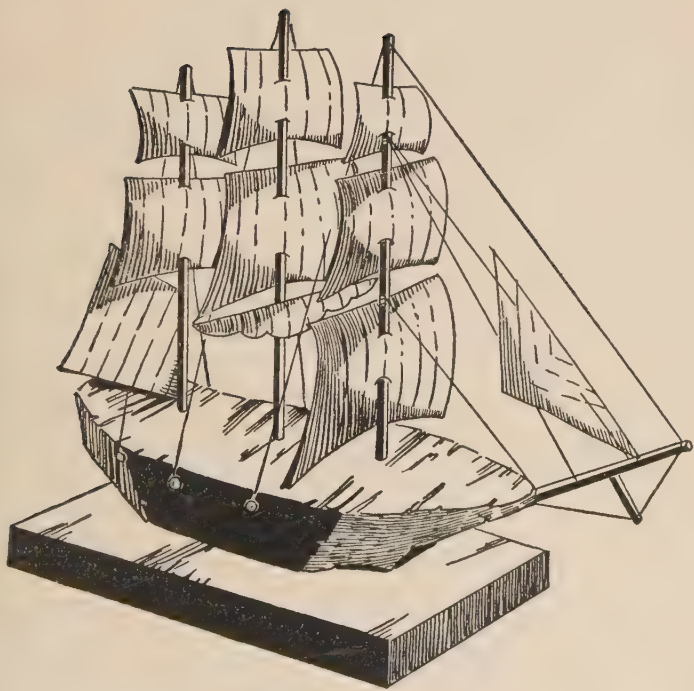


FIG. 20—The *Stornoway*

Done in Cork Models

indeed a book could be written about the deeds of this old ship and her commanders.

None of these beautiful ships are in existence now and their places in the world of trade have been taken by ugly, dirty steam tramps, which chug their relentless way over the sea lanes, with black smoke streaming from their funnels, or else by freighters powered by Diesel engines, which are not much better. But if they are not beautiful, they get the goods in their holds to their destinations rapidly and cheaply, and no doubt our great-great-grandchildren will see much beauty in them.

With the passing of the sailing ship there also ceased to exist the brand of men who manned them. A sailor is one who sails, and a deck hand or even an officer

Clipper Ships

on the bridge of a twenty-thousand-ton liner of today is not a sailor. A small boy in a tiny cat-boat on the waters of Long Island Sound is actually more of a sailor than is a Bo's'n on the *Majestic*.

So let us furl the sails of fancy and drop the anchor of history in the harbor of memory at the conclusion of our voyage through the days of the stately clippers.

Eight bells! Watch below, go below!

15/11/20

